

2002

**Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates**

where available

Jurisdiction Report

48

King George County

Prepared By

**Virginia Department of Transportation
Mobility Management Division**

In Cooperation With

**U.S. Department of Transportation
Federal Highway Administration**

Virginia Department of Transportation
Mobility Management Division
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled “Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes” includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled “Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99”.

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management’s Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT’s Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

Peak Hour: The estimate of the traffic volume for the 30th highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of 30th Highest Hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the Peak Hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems



Interstate Route

Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.



US Route



Virginia State Route



Secondary Route

Special Routes



Bus - Business Route

Bypas - Bypass Route

Truck - Truck Route



ALT - Alternate Route

Wve - Wve Route connector



P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.



The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation
 Mobility Management Division
 2002
 Annual Average Daily Traffic Volume Estimates By Section of Route
 King George Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
King George County																	
3	3.68	19000	G	94%	1%	2%	1%	3%	0%	F	0.094	F	0.596	19000	G	2002	
				From	Stafford County Line												
				To	48-605												
3	4.79	17000	G	94%	1%	2%	1%	3%	0%	C	0.099	F	0.587	17000	G	2002	
				From	SR 206 Arnolds Corner												
				To	SR 205 Purkins Corner												
3	2.58	14000	G	94%	1%	2%	1%	3%	0%	F	0.085	F	0.515	14000	G	2002	
				From	US 301 Office Hall												
				To	Westmoreland County Line												
3	1.56	6600	G	94%	1%	2%	1%	3%	0%	F	0.085	F	0.623	6600	G	2002	
				From	US 301 Office Hall												
				To	Westmoreland County Line												
3	7.18	5000	G	88%	1%	3%	2%	5%	0%	C	0.091	F	0.641	5000	G	2002	
				From	SR 3 Purkins Corner												
				To	US 301 Edge Hill												
205	1.26	7400	G	95%	1%	3%	1%	1%	0%	F	0.094	F	0.510	7400	G	2002	
				From	US 301 Edge Hill												
				To	48-617 Carruthers Corner												
205	2.81	4400	G	95%	1%	3%	1%	1%	0%	F	0.086	F	0.605	4400	G	2002	
				From	48-617 Carruthers Corner												
				To	Westmoreland County Line												
205	3.36	3500	G	95%	1%	3%	1%	1%	0%	F	0.085	F	0.63	3500	G	2002	
				From	SR 3 Arnolds Corner												
				To	48-610												
206	2.18	8900	G	96%	1%	1%	1%	1%	0%	F	0.110	F	0.72	8900	G	2002	
				From	48-610												
				To	SR 218 Berthaville												
206	4.26	8800	G	96%	1%	1%	1%	1%	0%	F	0.112	F	0.782	8800	G	2002	
				From	SR 218 Berthaville												
				To	SR 218 Owens												
206	2.19	11000	G	96%	1%	1%	1%	1%	0%	F	0.115	F	0.812	11000	G	2002	
				From	SR 218 Owens												
				To	US 301 East of Owens												
206	0.62	10000	G	96%	1%	1%	1%	1%	0%	F	0.114	F	0.82	10000	G	2002	
				From	US 301 East of Owens												
				To	48-604												
206	1.79	11000	G	96%	1%	1%	1%	1%	0%	F	0.098	F	0.79	11000	G	2002	
				From	48-604												
				To	Stafford County Line												
218	5.93	2400	G	96%	1%	2%	0%	1%	0%	F	0.111	F	0.631	2400	G	2002	
				From	Stafford County Line												
				To	48-696												
218	1.05	2100	G	96%	1%	2%	0%	1%	0%	F	0.113	F	0.774	2100	G	2002	
				From	48-696												
				To	48-609 Cash Corner												
218	6.81	1900	G	96%	1%	2%	0%	1%	0%	F	0.13	F	0.832	1900	G	2002	
				From	48-609 Cash Corner												
				To	SR 206 Berthaville												
218 206	2.19	11000	G	96%	1%	1%	1%	1%	0%	F	0.115	F	0.812	11000	G	2002	
				From	SR 206 Berthaville												
				To	SR 206 OWENS												
218	0.28	1000	G	95%	1%	2%	1%	1%	0%	F	0.096	F	0.563	1000	G	2002	
				From	SR 206 OWENS												
				To	US 301 South of Owens												
218	6.02	4500	G	95%	1%	2%	1%	1%	0%	F	0.097	F	0.784	4500	G	2002	
				From	US 301 South of Owens												
				To	SR 205 East of Tetotum												
301	3.05	10000	G	87%	1%	2%	1%	9%	0%	F	0.082	F	0.529	10000	G	2002	
				From	Caroline County Line												
				To	48-623												
301	2.05	11000	G	87%	1%	2%	1%	9%	0%	F	0.081	F	0.532	11000	G	2002	
				From	48-623												
				To	SR 3 Office Hall												
301	1.91	11000	G	87%	1%	2%	1%	9%	0%	F	0.082	F	0.564	11000	G	2002	
				From	SR 3 Office Hall												
				To	SR 205 Edge Hill												
301	5.91	15000	B	87%	1%	2%	1%	9%	0%	B	0.118	A	0.633	14000	B	2002	
				From	SR 205 Edge Hill												
				To	SR 218												

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 King George Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
King George County																
301	0.56	17000	G	87%	1%	2%	1%	9%	0%	F	0.09	F	0.669	17000	G	2002
				From:	SR 218											
301	3.58	16000	G	87%	1%	2%	1%	9%	0%	F	0.085	F	0.527	16000	G	2002
				From:	SR 206 East of Owens											
				To:	Maryland State Line											
600	1.68	580	R								NA		NA			03/12/2001
				From:	SR 218											
600	1.04	200	R								NA		NA			03/12/2001
				From:	48-658											
				To:	Stafford County Line											
601	1.30	260	R								NA		NA			04/02/2001
				From:	48-631											
				To:	48-686											
602	0.80	290	R								NA		NA			03/14/2001
				From:	Stafford County Line											
				To:	48-603											
603	1.16	900	R								NA		NA			03/14/2001
				From:	SR 3											
603	1.27	560	R								NA		NA			03/14/2001
				From:	48-602											
603	0.63	360	R								NA		NA			03/14/2001
				From:	48-1021											
603	0.04	NA									NA		NA			
				From:	SR 218 West											
603	0.15	90	R								NA		NA			03/14/2001
				From:	SR 218 East											
603	0.79	90	R								NA		NA			03/14/2001
				From:	48-605											
603	0.80	40	R								NA		NA			03/14/2001
				From:	0.79 MN 48-605											
				To:	Dead End											
604	0.23	400	G	96%	2%	1%	0%	0%	0%	C	0.115	F	0.511	400	G	2002
				From:	48-614											
				To:	SR 206											
605	0.75	290	R								NA		NA			03/22/2001
				From:	Dead End											
605	1.20	920	R								NA		NA			03/22/2001
				From:	SR 3											
605	2.20	600	R								NA		NA			03/22/2001
				From:	48-665											
605	0.20	50	R								NA		NA			03/14/2001
				From:	SR 218											
				To:	48-603											
606	0.50	46	R								NA		NA			05/02/2001
				From:	Dead End											
606	0.11	80	R								NA		NA			05/02/2001
				From:	0.50 ME Dead End											
				To:	SR 3; 48-677											
607	0.90	770	G	82%	2%	4%	2%	10%	0%	F	0.098	F	0.564	770	G	2002
				From:	US 301; 48-625											
607	3.04	690	G	82%	2%	4%	2%	10%	0%	C	0.094	F	0.536	690	G	2002
				From:	48-631											
				To:	48-610											

Virginia Department of Transportation
 Mobility Management Division
 2002
 Annual Average Daily Traffic Volume Estimates By Section of Route
 King George Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
King George County																
607	2.75	1100	G	74%	1%	4%	5%	16%	0%	C	0.087	F	0.539	1100	G	2002
				From:	48-610											
				To:	SR 3											
608	2.38	240	R								NA		NA		05/02/2001	
				From:	48-694											
				To:	48-609 NORTH											
608	0.79	70	R								NA		NA		05/02/2001	
				From:	48-609 SOUTH											
				To:	Dead End											
609	0.32	1900	G	95%	2%	2%	1%	1%	0%	C	0.091	F	0.540	1900	G	2002
				From:	SR 3											
				To:	48-677											
609	0.53	2300	G	95%	2%	2%	1%	1%	0%	F	0.088	F	0.617	2300	G	2002
				From:	48-677											
				To:	48-608 SOUTH											
609	1.31	1200	G	95%	2%	2%	1%	1%	0%	F	0.088	F	0.606	1200	G	2002
				From:	48-608 SOUTH											
				To:	48-649											
609	0.53	1100	G	95%	2%	2%	1%	1%	0%	F	0.089	F	0.555	1100	G	2002
				From:	48-649											
				To:	SR 218											
610	1.63	350	R								NA		NA		04/02/2001	
				From:	48-607											
				To:	48-631											
610	1.30	620	G	96%	2%	2%	0%	0%	0%	F	0.111	F	0.533	620	G	2002
				From:	48-631											
				To:	48-678											
610	0.08	1500	G	96%	2%	2%	0%	0%	0%	F	0.112	F	0.661	1500	G	2002
				From:	48-678											
				To:	SR 3 WEST											
610	1.80	1400	G	96%	2%	2%	0%	0%	0%	C	0.086	F	0.508	1400	G	2002
				From:	SR 3 WEST											
				To:	SR 3 EAST											
610	0.50	1600	R								NA		NA		04/30/2001	
				From:	SR 206											
				To:	48-1210											
610	2.21	260	R								NA		NA		04/30/2001	
				From:	48-1210											
				To:	SR 218											
611	0.47	550	G	95%	1%	2%	1%	1%	0%	F	0.136	F	0.738	550	G	2002
				From:	SR 205											
				To:	US 301											
611	2.24	880	G	95%	1%	2%	1%	1%	0%	C	0.114	F	0.524	880	G	2002
				From:	US 301											
				To:	SR 206											
612	0.20	90	R								NA		NA		04/09/2001	
				From:	48-610											
				To:	Dead End											
613	0.05	60	R								NA		NA		04/30/2001	
				From:	SR 218											
				To:	0.06 ME SR 218											
613	0.80	70	R								NA		NA		1998	
				From:	0.06 ME SR 218											
				To:	Dead End											
614	0.93	570	G	98%	1%	1%	0%	0%	0%	F	0.103	F	0.642	570	G	2002
				From:	Dead End											
				To:	SR 206											
614	1.16	2000	G	98%	1%	1%	0%	0%	0%	C	0.094	F	0.629	2000	G	2002
				From:	SR 206											
				To:	US 301											
614	0.55	1700	G	98%	1%	1%	0%	0%	0%	F	0.099	F	0.651	1700	G	2002
				From:	US 301											
				To:	48-635											
614	0.85	890	G	98%	1%	1%	0%	0%	0%	F	0.121	F	0.841	890	G	2002
				From:	48-635											
				To:	48-624											

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 King George Maintenance Area

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						2Axle	3+Axle	1Trail	2Trail								
King George County																	
615	1.50	20	R			From: SR 218					NA			NA		04/04/2001	
						To: Dead End											
616	1.86	280	R			From: US 301					NA			NA		04/04/2001	
						To: SR 218 SOUTH											
616	0.80	150	R			From: SR 218 NORTH					NA			NA		04/04/2001	
						To: Dead End											
617	3.35	140	R			From: SR 205					NA			NA		04/04/2001	
						To: US 301											
618	0.62	120	R			From: SR 218					NA			NA		04/04/2001	
						To: Dead End											
619	0.60	460	R			From: SR 205					NA			NA		04/04/2001	
						To: SR 218 SOUTH											
619	2.00	250	R			From: SR 218 NORTH					NA			NA		04/04/2001	
						To: Dead End											
620	2.15	49	R			From: 48-629					NA			NA		04/04/2001	
						To: SR 205											
621	1.60	370	R			From: 48-629					NA			NA		04/04/2001	
						To: SR 205											
622	2.00	70	R			From: 48-679					NA			NA		04/09/2001	
						To: SR 205											
623	1.00	900	G	90%	1%	4%	1%	3%	0%	C	0.097	F	0.782	890	G	2002	
						From: 48-650											
623	1.70	710	G	90%	1%	4%	1%	3%	0%	F	0.105	F	0.64	710	G	2002	
						From: 48-647											
624	0.33	1200	G	95%	1%	3%	0%	0%	0%	C	0.114	F	0.713	1200	G	2002	
						From: SR 206; SR 218											
624	1.47	1100	G	95%	1%	3%	0%	0%	0%	F	0.139	F	0.757	1100	G	2002	
						From: 48-711											
624	1.10	870	R			From: 48-614					NA			NA		03/12/2001	
						To: 48-685											
624	1.20	790	R			From: 48-639					NA			NA		03/12/2001	
						To: Dead End											
625	2.67	320	G	96%	0%	2%	2%	1%	0%	F	0.096	F	0.531	320	G	2002	
						From: US 301; 48-607											
625	3.40	190	G	96%	0%	2%	2%	1%	0%	C	0.11	F	0.591	190	G	2002	
						From: 48-650											
625	1.43	70	R			From: SR 3					NA			NA		03/22/2001	
						To: 48-628 EAST											
625	1.35	30	R			From: 48-628 WEST					NA			NA		03/22/2001	
						To: 48-647											

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
King George County																
625	1.60	30	R			From: 48-647 To: 48-629					NA			NA		03/22/2001
626	0.50	40	R			From: Dead End To: 48-627					NA			NA		03/22/2001
627	1.39	20	R			From: Dead End To: 1.40 MN Dead End					NA			NA		03/22/2001
627	0.15	40	R			From: 48-626 To: 48-681					NA			NA		03/22/2001
627	0.90	110	R			From: 48-681 To: SR 3					NA			NA		03/22/2001
627	0.25	60	R			From: SR 3 To: 48-628					NA			NA		03/22/2001
627	2.67	90	R			From: 48-628 To: SR 3					NA			NA		03/22/2001
628	1.20	390	G	95%	1%	2%	0%	1%	0%	F	0.109	F	0.630	390	G	2002
628	1.30	450	G	95%	1%	2%	0%	1%	0%	C	0.116	F	0.6	450	G	2002
						From: SR 3 To: 48-625 EAST										
						From: Westmoreland County Line To: SR 3										
629	0.22	980	G	95%	2%	3%	0%	0%	0%	F	0.109	F	0.511	980	G	2002
629	1.69	670	G	95%	2%	3%	0%	0%	0%	C	0.106	F	0.513	670	G	2002
						From: 48-666 WEST To: 48-620										
629	0.66	500	G	95%	2%	3%	0%	0%	0%	F	0.112	F	0.504	500	G	2002
629	0.70	380	G	94%	3%	2%	0%	0%	0%	C	0.104	F	0.535	380	G	2002
629	1.31	340	G	94%	3%	2%	0%	0%	0%	F	0.105	F	0.526	340	G	2002
						From: 48-625 To: Westmoreland County Line										
630	0.25	60	R			From: Dead End To: 48-616					NA			NA		04/04/2001
631	1.00	50	R			From: Dead End To: 48-607					NA			NA		04/02/2001
631	1.48	250	G	94%	3%	1%	1%	0%	0%	F	0.119	F	0.625	250	G	2002
						From: 48-669 To: 48-601										
631	0.66	350	G	94%	3%	1%	1%	0%	0%	C	0.12	F	0.521	350	G	2002
631	1.38	260	G	94%	3%	1%	1%	0%	0%	F	0.134	F	0.564	260	G	2002
						From: 48-610 To: SR 206; SR 218										
632	0.90	120	R			From: SR 206; SR 218 To: SR 206					NA			NA		03/14/2001
633	0.55	50	R			From: US 301 To: 48-617					NA			NA		04/04/2001
633	0.14	50	R			From: 48-617 To: Dead End					NA			NA		04/04/2001

Virginia Department of Transportation
 Mobility Management Division
 2002
 Annual Average Daily Traffic Volume Estimates By Section of Route
 King George Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
King George County																
634	0.32	140	R			From: Dead End To: US 301					NA			NA		03/14/2001
635	0.37	120	R			From: 48-614 To: 0.38 ME 48-614					NA			NA		03/12/2001
635	0.08	20	R			From: 0.38 ME 48-614 To: Dead End					NA			NA		03/12/2001
636	0.07	40	R			From: Dead End To: 48-640					NA			NA		1998
636	0.09	110	R			From: 48-640 To: 48-604					NA			NA		1998
636	0.17	220	R			From: 48-604 To: SR 206; 48-668					NA			NA		04/04/2001
637	0.64	80	R			From: Dead End To: SR 3					NA			NA		05/02/2001
638	0.20	130	R			From: SR 3 To: Dead End					NA			NA		04/09/2001
639	0.90	380	R			From: 48-624 To: Dead End					NA			NA		03/12/2001
640	0.10	70	R			From: 48-614 To: 48-636					NA			NA		1998
641	0.80	50	R			From: SR 218 To: Dead End					NA			NA		05/02/2001
642	0.70	240	R			From: SR 218 To: 48-682					NA			NA		05/02/2001
642	0.10	20	R			From: 48-682 To: Dead End					NA			NA		05/02/2001
643	1.80	30	R			From: Dead End To: 48-625					NA			NA		04/02/2001
644	0.30	200	R			From: SR 206 To: 48-1206					NA			NA		1998
644	0.10	130	R			From: 48-1206 To: 0.10 ME 48-1206					NA			NA		1998
644	0.30	140	R			From: 0.10 ME 48-1206 To: Dead End					NA			NA		04/09/2001
645	1.05	120	R			From: Dead End To: 48-647					NA			NA		04/02/2001
645	0.03	610	G	89%	2%	4%	2%	3%	0%	C	0.111	F	0.729	610	G	2002
646	0.40	160	R			From: Dead End To: 48-670					NA			NA		1998

Virginia Department of Transportation
 Mobility Management Division
 2002
 Annual Average Daily Traffic Volume Estimates By Section of Route
 King George Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
King George County																
647	0.12	560	G	88%	1%	4%	2%	4%	0%	C	0.114	F	0.712	560	G	2002
647	0.30	330	R													04/02/2001
647	1.61	130	R													04/09/2001
647	0.97	48	R													04/09/2001
648	0.60	100	R													05/02/2001
648	0.61	350	R													05/02/2001
649	0.75	40	R													05/02/2001
650	1.10	460	R													04/02/2001
651	0.72	30	R													03/12/2001
652	0.58	120	R													03/12/2001
653	1.00	80	R													04/02/2001
654	1.65	240	R													03/12/2001
655	0.63	60	R													03/14/2001
655	0.57	20	R													03/14/2001
656	0.32	180	R													04/30/2001
657	0.75	150	R													04/02/2001
658	0.07	90	R													03/12/2001
658	0.46	60	R													03/12/2001
659	0.65	150	R													04/09/2001
660	0.25	40	R													04/02/2001

Virginia Department of Transportation
 Mobility Management Division
 2002
 Annual Average Daily Traffic Volume Estimates By Section of Route
 King George Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
King George County																
(661)	0.20	110	R			From: SR 3					NA			NA		04/09/2001
						To: 48-629										
(662)	0.60	160	R			From: 48-706					NA			NA		04/09/2001
						To: Dead End										
(663)	0.30	100	R			From: SR 206 WEST					NA			NA		03/14/2001
						To: SR 206 EAST										
(664)	1.00	240	R			From: Dead End					NA			NA		05/02/2001
						To: 48-694										
(665)	1.35	1100	R			From: SR 3					NA			NA		03/14/2001
						To: 1.35 MS SR 3										
(665)	0.18	750	R			From: 48-605					NA			NA		03/14/2001
						To: 48-605										
(666)	0.43	20	R			From: 48-629 WEST					NA			NA		04/04/2001
						To: 48-629 EAST										
(667)	0.90	260	R			From: US 301					NA			NA		04/04/2001
						To: Dead End										
(668)	0.10	150	R			From: 48-614					NA			NA		1998
						To: SR 206; 48-636										
(669)	0.40	110	R			From: 48-631					NA			NA		04/04/2001
						To: Dead End										
(670)	0.17	760	R			From: 48-671					NA			NA		1998
						To: 48-614										
(671)	0.03	30	R			From: Dead End					NA			NA		04/04/2001
						To: 48-672										
(671)	0.08	160	R			From: 48-670					NA			NA		1998
						To: 48-670										
(671)	0.07	310	R			From: 48-674					NA			NA		1998
						To: 48-674										
(671)	0.11	50	R			From: Dead End					NA			NA		1998
						To: Dead End										
(672)	0.08	110	R			From: 48-673					NA			NA		1998
						To: 48-671										
(673)	0.13	60	R			From: Dead End					NA			NA		1998
						To: 48-672										
(674)	0.07	120	R			From: 48-675					NA			NA		1998
						To: 48-703										
(674)	0.07	250	R			From: 48-671					NA			NA		1998
						To: 48-671										
(675)	0.10	60	R			From: 48-715					NA			NA		1998
						To: 48-674										

Virginia Department of Transportation
 Mobility Management Division
 2002
 Annual Average Daily Traffic Volume Estimates By Section of Route
 King George Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
King George County																
(675)	0.10	40	R			From: 48-674					NA			NA		1998
						To: Dead End										
(676)	0.30	90	R			From: SR 3					NA			NA		1998
						To: Dead End										
(677)	0.29	620	R			From: SR 3; 48-606					NA			NA		05/02/2001
						To: 48-609										
(678)	0.51	410	R			From: SR 3					NA			NA		05/09/2001
						To: 48-610										
(679)	0.85	370	R			From: SR 3 WEST					NA			NA		05/09/2001
						To: SR 3 EAST										
(680)	0.32	30	R			From: 48-625					NA			NA		1998
						To: SR 3										
(681)	0.30	130	R			From: SR 3					NA			NA		03/22/2001
						To: 48-627										
(682)	1.00	100	R			From: 48-642					NA			NA		05/02/2001
						To: Dead End										
(683)	0.17	250	R			From: 48-614					NA			NA		1998
(683)	0.03	130	R			From: 48-691					NA			NA		1998
						To: 48-693										
(684)	0.35	10	R			From: SR 205 WEST					NA			NA		1998
						To: SR 205 EAST										
(685)	0.13	20	R			From: 48-624					NA			NA		03/12/2001
						To: Dead End										
(686)	1.21	330	R			From: SR 3 SOUTH					NA			NA		04/02/2001
						To: SR 3 NORTH										
(687)	1.66	180	R			From: 48-624					NA			NA		03/12/2001
						To: Dead End										
(688)	0.20	70	R			From: 48-610					NA			NA		1998
						To: Dead End										
(689)	0.13	60	R			From: Dead End					NA			NA		1998
						To: 48-614										
(690)	0.16	50	R			From: SR 3					NA			NA		1998
						To: Dead End										
(691)	0.18	80	R			From: 48-683					NA			NA		1998
						To: Dead End										
(692)	2.60	1100	R			From: Dead End					NA			NA		04/02/2001
						To: 48-607										

Virginia Department of Transportation
 Mobility Management Division
 2002
 Annual Average Daily Traffic Volume Estimates By Section of Route
 King George Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
King George County																
693	0.11	70	R			From: 48-683 To: Dead End					NA			NA		1998
694	1.39	680	G	91%	3%	3%	2%	1%	0%	C	0.109	F	0.701	680	G	2002
694	0.96	360	R			From: 48-664 To: 48-608					NA			NA		1993
694	1.45	360	R			From: 48-608 To: SR 218					NA			NA		1993
695	0.55	30	R			From: Dead End To: SR 218					NA			NA		1998
696	0.75	990	R			From: SR 218 To: 48-707					NA			NA		05/02/2001
696	0.18	700	R			From: 48-707 To: 48-1001					NA			NA		1998
696	0.05	280	R			From: 48-1001 To: 48-1002					NA			NA		1998
696	0.04	220	R			From: 48-1002 To: 48-1003					NA			NA		1998
696	0.09	190	R			From: 48-1003 To: 48-1005					NA			NA		1998
697	0.28	30	R			From: US 301 SOUTH To: US 301 NORTH					NA			NA		04/04/2001
698	2.28	140	R			From: Dead End To: 48-625					NA			NA		04/02/2001
699	0.35	30	R			From: US 301 SOUTH To: US 301 NORTH					NA			NA		04/04/2001
700	0.20	40	R			From: Dead End To: 48-648					NA			NA		05/02/2001
701	0.38	30	R			From: Dead End To: 48-616					NA			NA		04/04/2001
702	0.12	60	R			From: SR 206 To: Dead End					NA			NA		1998
703	0.10	46	R			From: 48-674 To: Dead End					NA			NA		1998
704	0.14	610	R			From: Dead End To: SR 205					NA			NA		1998
705	0.47	80	R			From: SR 205 WEST To: SR 205 EAST					NA			NA		04/09/2001
706	0.44	30	R			From: SR 205 WEST To: 48-662					NA			NA		04/09/2001

Virginia Department of Transportation
 Mobility Management Division
 2002
 Annual Average Daily Traffic Volume Estimates By Section of Route
 King George Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
King George County																
(706)	0.02	220	R			From: 48-662					NA		NA			04/09/2001
						To: SR 205 EAST										
(707)	0.05	720	R			From: 48-696					NA		NA			05/02/2001
(707)	0.05	790	R			From: 48-1001					NA		NA			1998
(707)	0.05	760	R			From: 48-1002					NA		NA			1998
(707)	0.05	730	R			From: 48-1003					NA		NA			1998
(707)	0.05	700	R			From: 48-1004					NA		NA			1998
(707)	0.12	660	R			From: 48-1005					NA		NA			1998
(707)	0.04	450	R			From: 48-1007					NA		NA			1998
(707)	0.06	380	R			From: 48-1008					NA		NA			1998
(707)	0.05	370	R			From: 48-1009					NA		NA			1998
(707)	0.05	300	R			From: 48-1010					NA		NA			1998
						To: 48-1011										
(708)	0.04	100	R			From: 48-1007					NA		NA			1998
(708)	0.05	110	R			From: 48-1008					NA		NA			1998
(708)	0.05	100	R			From: 48-1009					NA		NA			1998
(708)	0.05	100	R			From: 48-1010					NA		NA			1998
(708)	0.04	50	R			From: 48-1011					NA		NA			1998
						To: 48-1012										
(709)	0.34	130	R			From: SR 3					NA		NA			1998
						To: 48-710										
(710)	0.08	30	R			From: 48-709					NA		NA			1998
						To: 48-629										
(711)	0.20	40	R			From: Dead End					NA		NA			03/12/2001
						To: 48-624										
(712)	0.32	70	R			From: 48-614 SOUTH					NA		NA			1998
						To: 48-614 NORTH										
(713)	0.14	50	R			From: Cul-de-Sac					NA		NA			03/12/2001
						To: 48-600										
(714)	0.13	40	R			From: 48-663					NA		NA			03/14/2001
						To: Dead End										

Virginia Department of Transportation
 Mobility Management Division
 2002
 Annual Average Daily Traffic Volume Estimates By Section of Route
 King George Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
King George County																
(715)	0.05	40	R			From: 48-675					NA			NA		04/04/2001
						To: Dead End										
(717)	0.25	49	R			From: 48-719					NA			NA		04/04/2001
						To: SR 205										
(718)	0.39	70	R			From: 48-719					NA			NA		04/04/2001
						To: SR 205										
(719)	0.27	40	R			From: 48-717					NA			NA		04/04/2001
						To: Cul-de-Sac										
(724)	0.18	160	R			From: 48-629					NA			NA		1998
						To: 48-725										
(725)	0.30	90	R			From: Dead End					NA			NA		1998
						To: 48-724										
(1000)	0.39	70	R			From: US 301					NA			NA		03/12/2001
						To: Dead End										
(1001)	0.15	40	R			From: 48-707					NA			NA		1998
						To: 48-696										
(1002)	0.15	80	R			From: 48-707					NA			NA		1998
						To: 48-696										
(1003)	0.15	40	R			From: 48-707					NA			NA		1998
						To: 48-696										
(1004)	0.15	70	R			From: 48-707					NA			NA		1998
						To: 48-696										
(1005)	0.15	200	R			From: 48-707					NA			NA		1998
						To: 48-696										
(1007)	0.11	100	R			From: 48-707					NA			NA		1998
						To: 48-708										
(1008)	0.11	50	R			From: 48-707					NA			NA		1998
						To: 48-708										
(1009)	0.11	40	R			From: 48-707					NA			NA		1998
						To: 48-708										
(1010)	0.11	46	R			From: 48-707					NA			NA		1998
						To: 48-708										
(1011)	0.15	90	R			From: Dead End					NA			NA		1998
						To: 48-708										
(1012)	0.04	30	R			From: Dead End					NA			NA		1998
						To: 48-708										
(1013)	0.19	45	R			From: Cul-de-Sac					NA			NA		1998
						To: SR 218										

Virginia Department of Transportation
 Mobility Management Division
 2002
 Annual Average Daily Traffic Volume Estimates By Section of Route
 King George Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
King George County																
(1014)	0.42	20	R			From: Cul-de-Sac					NA		NA			1998
						To: SR 218										
(1015)	0.10	30	R			From: 48-603					NA		NA			03/14/2001
						To: Dead End										
(1020)	0.34	240	R			From: 48-1027					NA		NA			05/03/2001
						To: 48-1023										
(1020)	0.12	250	R			From: 48-1023					NA		NA			05/03/2001
						To: 0.12 ME 48-1023										
(1020)	0.22	280	R			From: 48-603					NA		NA			1998
						To: 48-603										
(1021)	0.14	190	R			From: 48-603					NA		NA			1998
						To: 48-1022										
(1021)	0.23	190	R			From: 48-1022					NA		NA			1998
						To: Dead End										
(1022)	0.05	30	R			From: Cul-de-Sac					NA		NA			1998
						To: 48-1021										
(1023)	0.12	80	R			From: 48-1024					NA		NA			05/03/2001
						To: 48-1020										
(1024)	0.15	80	R			From: Cul-de-Sac					NA		NA			05/03/2001
						To: 48-1023										
(1024)	0.19	80	R			From: 48-1023					NA		NA			05/03/2001
						To: 48-1025										
(1025)	0.74	570	R			From: 48-1024					NA		NA			09/01/1998
						To: 48-1020										
(1026)	0.18	100	R			From: 48-1024					NA		NA			09/01/1998
						To: 48-1020										
(1027)	0.28	120	R			From: Cul-de-Sac					NA		NA			05/03/2001
						To: 48-1020										
(1030)	0.29	200	R			From: SR 206					NA		NA			04/09/2001
						To: Cul-de-Sac										
(1031)	0.29	100	R			From: 48-1030					NA		NA			04/09/2001
						To: 48-1032										
(1032)	0.18	680	R			From: SR 206					NA		NA			04/09/2001
						To: 48-1033										
(1032)	0.38	240	R			From: 48-1033					NA		NA			04/09/2001
						To: 48-1039										
(1033)	0.57	340	R			From: 48-1032					NA		NA			04/09/2001
						To: Cul-de-Sac										
(1034)	0.16	40	R			From: 48-1033					NA		NA			04/09/2001
						To: Dead End										

Virginia Department of Transportation
 Mobility Management Division
 2002
 Annual Average Daily Traffic Volume Estimates By Section of Route
 King George Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
King George County																
(1035)	0.33	150	R			From: 48-1033					NA		NA			04/09/2001
						To: Cul-de-Sac										
(1036)	0.08	40	R			From: Cul-de-Sac					NA		NA			04/09/2001
						To: 48-1033										
(1039)	0.28	70	R			From: 48-1032					NA		NA			04/09/2001
						To: Cul-de-Sac										
(1040)	1.51	60	R			From: SR 218					NA		NA			1995
						To: 48-1041 EAST										
(1041)	0.37	150	R			From: 48-1040 WEST					NA		NA			05/02/2001
						To: Cul-de-Sac										
(1042)	0.18	20	R			From: 48-1041					NA		NA			05/02/2001
						To: 48-1040										
(1050)	0.50	170	R			From: Dead End					NA		NA			05/02/2001
						To: 48-694										
(1051)	0.24	300	R			From: Dead End					NA		NA			04/04/2001
						To: 48-614										
(1060)	0.40	90	R			From: 48-629					NA		NA			03/22/2001
						To: Cul-de-Sac										
(1061)	0.09	20	R			From: Cul-de-Sac					NA		NA			03/22/2001
						To: 48-1060										
(1062)	0.12	20	R			From: Cul-de-Sac					NA		NA			03/22/2001
						To: 48-1060										
(1100)	0.16	30	R			From: 48-1105					NA		NA			03/14/2001
						To: 48-1108										
(1101)	0.16	2200	R			From: US 301					NA		NA			1998
						To: 48-1102										
(1101)	0.11	1300	R			From: 48-1102					NA		NA			1998
						To: 48-1103										
(1101)	0.12	1000	R			From: 48-1103					NA		NA			1998
						To: 48-1105										
(1101)	0.15	390	R			From: 48-1105					NA		NA			03/14/2001
						To: 48-1108										
(1102)	0.06	170	R			From: 48-1104					NA		NA			1998
						To: 48-1101										
(1102)	0.07	80	R			From: 48-1101					NA		NA			1998
						To: Dead End										
(1103)	0.15	140	R			From: 48-1101					NA		NA			1998
						To: Dead End										
(1104)	0.06	110	R			From: Dead End					NA		NA			1998
						To: 48-1102										

Virginia Department of Transportation
 Mobility Management Division
 2002
 Annual Average Daily Traffic Volume Estimates By Section of Route
 King George Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
King George County																
(1104)	0.06	60	R			From: 48-1102					NA		NA			1998
						To: Dead End										
(1105)	0.08	70	R			From: Cul-de-Sac					NA		NA			03/14/2001
(1105)	0.07	170	R			From: 48-1109					NA		NA			03/14/2001
(1105)	0.08	260	R			From: 48-1100					NA		NA			03/14/2001
(1105)	0.15	580	R			From: 48-1107					NA		NA			1998
(1105)	0.07	700	R			From: 48-1106					NA		NA			1998
						To: 48-1101										
(1106)	0.24	110	R			From: Cul-de-Sac					NA		NA			1998
						To: 48-1108										
(1107)	0.12	60	R			From: 48-1105					NA		NA			1998
						To: Cul-de-Sac										
(1108)	0.40	190	R			From: Cul-de-Sac					NA		NA			03/14/2001
(1108)	0.06	50	R			From: 48-1101					NA		NA			03/14/2001
						To: Cul-de-Sac										
(1109)	0.13	40	R			From: 48-1105					NA		NA			03/14/2001
						To: 48-1108										
(1110)	0.05	80	R			From: SR 218					NA		NA			1998
(1110)	0.36	40	R			From: 48-1111					NA		NA			1998
						To: Dead End										
(1111)	0.07	20	R			From: Dead End					NA		NA			1998
						To: 48-1110										
(1112)	0.09	NA				From: 48-01101(B)/					NA		NA			
						To: Cul-de-Sac/										
(1115)	0.20	110	R			From: Cul-de-Sac					NA		NA			1998
						To: SR 206										
(1120)	0.62	340	R			From: 48-679					NA		NA			04/09/2001
						To: Dead End										
(1121)	0.10	30	R			From: 48-1120					NA		NA			04/09/2001
						To: Cul-de-Sac										
(1122)	0.09	60	R			From: 48-1120					NA		NA			04/09/2001
						To: Cul-de-Sac										
(1123)	0.42	160	R			From: 48-1120					NA		NA			04/09/2001
						To: Cul-de-Sac										

Virginia Department of Transportation
 Mobility Management Division
 2002
 Annual Average Daily Traffic Volume Estimates By Section of Route
 King George Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
King George County																
(1124)	0.13	30	R			From: Cul-de-Sac					NA			NA		1998
						To: 48-1120										
(1130)	0.77	330	R			From: 48-1131					NA			NA		03/12/2001
						To: 48-639										
(1131)	0.55	110	R			From: Cul-de-Sac					NA			NA		03/12/2001
						To: 48-1130										
(1131)	0.02	30	R			From: 48-1130					NA			NA		03/12/2001
						To: Dead End .02 MN 1130										
(1132)	0.45	80	R			From: Cul-de-Sac					NA			NA		1998
						To: 48-1130										
(1140)	0.05	40	R			From: 48-1141					NA			NA		04/04/2001
						To: 48-630										
(1141)	0.24	40	R			From: Cul-de-Sac					NA			NA		04/04/2001
						To: 48-1140										
(1150)	0.48	1500	R			From: US 301					NA			NA		04/04/2001
						To: 48-614										
(1201)	0.08	410	R			From: 48-611					NA			NA		1998
						To: 48-1202 NORTH										
(1201)	0.35	80	R			From: 48-1202 SOUTH					NA			NA		1998
						To: 48-1202 SOUTH										
(1202)	0.10	60	R			From: Dead End					NA			NA		1998
						To: 48-1204										
(1202)	0.17	260	R			From: 48-1201 SOUTH					NA			NA		1998
						To: 48-1201 SOUTH										
(1202)	0.25	300	R			From: 48-1201 NORTH					NA			NA		1998
						To: 48-1201 NORTH										
(1203)	0.38	40	R			From: 48-611 SOUTH					NA			NA		1998
						To: 48-611 NORTH										
(1204)	0.17	60	R			From: 48-1202					NA			NA		1998
						To: Cul-de-Sac										
(1205)	0.24	40	R			From: Cul-de-Sac					NA			NA		1998
						To: 48-1207										
(1205)	0.13	150	R			From: SR 206					NA			NA		1998
						To: SR 206										
(1206)	0.33	140	R			From: SR 206					NA			NA		1998
						To: 48-644										
(1207)	0.64	110	R			From: 48-1205					NA			NA		1998
						To: Cul-de-Sac										
(1209)	0.19	50	R			From: Cul-de-Sac					NA			NA		04/09/2001
						To: SR 206										

Virginia Department of Transportation
 Mobility Management Division
 2002
 Annual Average Daily Traffic Volume Estimates By Section of Route
 King George Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
King George County																
(1210)	0.15	110	R			From: Cul-de-Sac					NA			NA		04/30/2001
(1210)	0.08	540	R			From: 48-1211					NA			NA		04/30/2001
(1211)	0.20	120	R			From: Dead End					NA			NA		1998
(1211)	0.08	120	R			From: 48-1210					NA			NA		1998
(1212)	0.10	90	R			From: Cul-de-Sac					NA			NA		04/30/2001
(1214)	0.10	440	R			From: SR 3					NA			NA		1998
(1214)	0.13	260	R			From: 48-1215; 48-1216					NA			NA		1998
(1215)	0.08	90	R			From: Cul-de-Sac					NA			NA		1998
(1216)	0.09	40	R			From: 48-1214; 48-1215					NA			NA		1998
(1217)	0.09	110	R			From: Dead End					NA			NA		1998
(1217)	0.09	70	R			From: 48-1214					NA			NA		1998
(1220)	0.48	230	R			From: Cul-de-Sac					NA			NA		04/09/2001
(1223)	0.25	140	R			From: Cul-de-Sac					NA			NA		04/09/2001
(1224)	0.10	40	R			From: 48-1223					NA			NA		04/09/2001
(1230)	0.39	140	R			From: 48-610					NA			NA		04/30/2001
(1231)	0.08	20	R			From: Cul-de-Sac					NA			NA		04/20/2001
(1232)	0.08	40	R			From: 48-1230; 48-1231					NA			NA		04/30/2001
(9209)	0.14	40	R			From: 48-610					NA			NA		1998
(9210)	0.06	10	R			From: US 301					NA			NA		1998
(9213)	0.15	230	R			From: SR 206					NA			NA		1998

Virginia Department of Transportation
 Mobility Management Division
 2002
 Annual Average Daily Traffic Volume Estimates By Section of Route
 King George Maintenance Area

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						2Axle	3+Axle	1Trail	2Trail								
King George County																	
9578	0.07	8	R	From: 48-670							NA			NA			1998
				To: 48-614													
9951	0.31	40	R	From: SR 206							NA			NA			1998
				To: SR 206													